Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-5. (Canceled)

6. (Currently Amended) A belt-drive system driven by an internal combustion engine mounted on an automotive vehicle, the belt-drive system comprising:

a driving pulley connected to a crankshaft of the internal combustion engine;

a plurality of driven pulleys connected to respective on-board devices;

a belt wound around the driving pulley and the plurality of the driven pulleys so that all the driven pulleys are driven by the driving pulley, wherein:

the plurality of the driven pulleys include a pulley of an automatic belt-tensioner that controls a belt tension and pulleys of a first generator and a second generator, an inertia moment of the first generator being larger than an inertia moment of the second generator;

the pulley of the first generator includes a one-way clutch that transmits rotational torque in one direction from the crankshaft pulley to a rotor of the first generator; ~~and~~

the pulley of the second generator is a solid pulley that transmits rotational torque in both directions between the crankshaft pulley and a rotor of the second ~~generator.~~generator; and

the pulley of the first generator is coupled to the belt at a position closer to the pulley of the belt-tensioner than the pulley of the second generator.

7. (Currently Amended) A belt-drive system driven by an internal combustion engine mounted on an automotive vehicle, the belt-drive system comprising:

a driving pulley connected to a crankshaft of the internal combustion engine;

a plurality of driven pulleys connected to respective on-board devices;

a belt wound around the driving pulley and the plurality of the driven pulleys so that all the driven pulleys are driven by the driving pulley, wherein:

the plurality of the driven pulleys include a pulley of an automatic belt-tensioner that controls a belt tension and pulleys of a first generator and a second generator, a diameter of the first generator pulley being smaller than a diameter of the second generator pulley;

the pulley of the first generator includes a one-way clutch that transmits rotational torque in one direction from the crankshaft pulley to a rotor of the first generator; ~~and~~

the pulley of the second generator is a solid pulley that transmits rotational torque in both directions between the crankshaft pulley and a rotor of the second ~~generator.~~generator; and

the pulley of the first generator is coupled to the belt at a position closer to the pulley of the belt-tensioner than the pulley of the second generator.

8. (Previously Presented) The belt-drive system as in claim 7, wherein:

the number of conductors disposed in each slot of a stator of the first generator is larger than the number of conductors disposed in each slot of a stator of the second generator.

9. (Previously Presented) A belt-drive system driven by an internal combustion engine mounted on an automotive vehicle, the belt-drive system comprising:

a driving pulley connected to a crankshaft of the internal combustion engine;

a plurality of driven pulleys connected to respective on-board devices;

a belt wound around the driving pulley and the plurality of the driven pulleys so that all the driven pulleys are driven by the driving pulley, wherein:

the plurality of the driven pulleys include a pulley of an automatic belt-tensioner that controls a belt tension and pulleys of a first generator and a second generator;

the pulley of the first generator includes a one-way clutch that transmits rotational torque in one direction from the crankshaft pulley to a rotor of the first generator;

the pulley of the second generator is a solid pulley that transmits rotational torque in both directions between the crankshaft pulley and a rotor of the second generator; and

the pulley of the first generator is coupled to the belt at a position closer to the pulley of the belt-tensioner than the pulley of the second generator.